

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 02/20/2002

ANC01LA031							
File No. 11390		01/19/2001		KONGIGANAK, AK		Aircraft Reg No. N7340U	
						Time (Local): 16:35 AST	
Make/Model: Cessna / 207						Fatal	Serious
Engine Make/Model: Continental / IO-520-F27B						Crew	Minor/None
Aircraft Damage: Substantial						0	1
Number of Engines: 1						Pass	0
Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi							
Name of Carrier: HAGELAND AVIATION SERVICES							
Type of Flight Operation: Non-scheduled; Domestic; Cargo							
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter							
Last Depart. Point: Same as Accident/Incident Location						Condition of Light: Day	
Destination: BETHEL, AK						Weather Info Src: Pilot	
Airport Proximity: Off Airport/Airstrip						Basic Weather: Visual Conditions	
						Lowest Ceiling: None	
						Visibility: 50.00 SM	
						Wind Dir/Speed: 090 / 020 Kts	
						Temperature (°C): Unk/Nr	
						Obstr to Vision: None	
						Precipitation: None	
Pilot-in-Command		Age: 30				Flight Time (Hours)	
Certificate(s)/Rating(s)						Total All Aircraft: 925	
Commercial; Multi-engine Land; Single-engine Land						Last 90 Days: 165	
Instrument Ratings						Total Make/Model: 100	
Airplane						Total Instrument Time: 90	

The certificated commercial pilot was departing on runway 36, which required a correction for a right crosswind. The runway surface had a light accumulation of freshly plowed snow. While on the departure roll, about half-way down the runway, the airplane veered to the left. In an attempt to maintain runway alignment, the pilot stated that he applied full right rudder, and full right aileron. Just before takeoff, the airplane's left main wheel contacted soft snow on the left side of the runway. The airplane pivoted 90 degrees to the left, and nosed over. The pilot indicated that there were no preaccident anomalies with the airplane.

Brief of Accident (Continued)

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - SNOWBANK

Occurrence #4: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's inadequate compensation for wind conditions during the takeoff roll. A factor associated with the accident was a crosswind.